

February 5, 2015

From: The Shared Solution Coalition

To: Mayor Jim Talbot, Farmington City

RE: **Shared Solution Alternative Land Use Scenario**

Background

For the last six months, UDOT, the Shared Solution Coalition and local communities have been collaboratively developing the Shared Solution alternative as part of the West Davis Corridor (WDC) study. This alternative is fundamentally different from all previously studied WDC alternatives because it proposes both transportation investments and a modified land use scenario in anticipation of future growth in West Davis and Weber counties.

The Shared Solution is an effort to realize the vision and principles of the Wasatch Choice for 2040 (WC2040). WC2040 is a publically vetted, proactive approach to growth on the Wasatch Front. While growth can be an opportunity, it also poses great challenges. Fortunately the WC2040 provides an actionable, nationally-recognized strategy to maintain our quality of life as we grow. The Wasatch Choice for 2040 prioritizes nine growth principles, including:

- Building and maintaining efficient infrastructure;
- Creating regional mobility through transportation choices;
- Developing healthy, safe communities;
- Providing housing choices for all ages and stages of life;
- Promoting a sense of community in our cities and towns.

To enact these principles, WC2040 encourages communities to:

- Focus growth in economic centers and along major transportation corridors;
- Create mixed-use centers;
- Target growth around transit stations;
- Encourage infill and redevelopment to revitalize declining parts of town; and
- Preserve working farms, recreational areas, and critical lands.

The Shared Solution alternative proposes implementing these principles and strategies in Davis and Weber Counties through a collaborative, integrated approach to transportation improvements and land use development.

The Shared Solution Alternative

The West Davis Corridor Study is rooted in concerns about automobile congestion and delay in West Davis/Weber Counties in 2040. Like all other Study alternatives, the Shared Solution was modelled for its ability to reduce this anticipated automobile congestion and delay. In December 2014, the Shared Solution passed this Level 1 Screening, including significantly reduced congestion on east-west roadways. Passing Level 1 screening advanced the Shared Solution to Level 2 screening, where it will be evaluated for its impacts to the built and natural environments.

The success of the Shared Solution's transportation system depends on a proactive growth strategy. Again, learning from WC2040, the Shared Solution centers growth along major transportation

corridors, and brings better jobs/housing balance to Davis County, provides housing choices served by transit, and keeps open and agricultural lands for future generations. This land use vision was developed in collaboration with West Davis/Weber cities in a UDOT led workshop on September 4, 2014. In addition, this land use scenario, and corresponding employment and household distribution, was reviewed by the Wasatch Front Regional Council and deemed reasonable.

The Shared Solution's land use scenario envisions a variety of development types focused on major intersections and roadways. A number of arterials are transformed into boulevards, improving the functional and aesthetic quality of the road while maintaining existing Right-of-Way; building compact, mixed-use activity centers with a mix of jobs and housing at boulevard nodes; making transit a convenient, affordable choice; and improving safety for people choosing to walk or bike for transportation or recreation. In many cases, the Shared Solution reflects the visions of local communities. Many boulevards and activity centers are already planned town centers or redevelopment areas. The Shared Solution simply offers a regionally connected vision for local cities, supporting land use visions with transportation investments and recommending place making strategies like form-based code and aesthetic improvements.

While generally consistent with local plans, the Shared Solution does include some modification to existing municipal general plans in West Davis and Weber Counties. The Shared Solution Coalition is therefore asking all cities to review the Shared Solution land use scenario. We are asking cities to answer the following questions:

1. If the roadway, transit, and active transportation elements of the Shared Solution alternative were to be implemented, does the city consider the 2040 land use scenario described in the attached documents to be reasonable (practical or feasible from a technical and economic standpoint)?
2. Would the city consider incorporating the land use scenario into its general plan or zoning map at the completion of UDOT's Environmental Impact Statement process if this alternative were ultimately selected? To be clear, this is not approval of the Shared Solution alternative as a whole, but only for its land use scenario. Nor are we requesting that the city modify its general plan at this time.

Thank you for your consideration.

Sincerely,



Roger Borgenicht
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West Davis Corridor (WDC) EIS
Shared Solution Alternative (SSA) Data Packet for Farmington

February 25, 2015

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Attachment 1

SSA Map – updated 2/17/2015

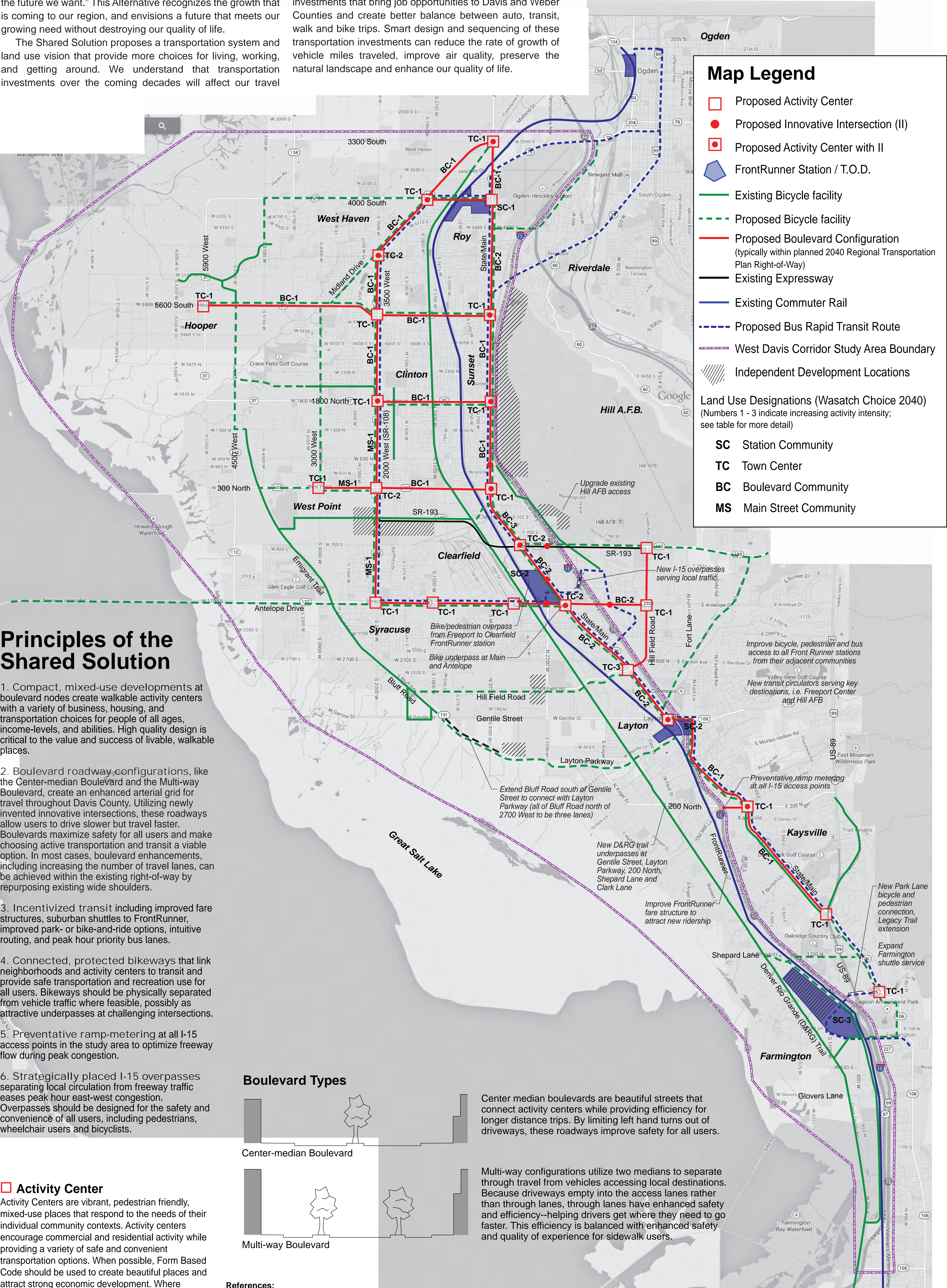
The Shared Solution Alternative

A Proposal for Livability and Mobility in West Davis and Weber Counties

The Shared Solution Alternative to the West Davis Freeway grows out of the Wasatch Choice for 2040, “a vision for building the future we want.” This Alternative recognizes the growth that is coming to our region, and envisions a future that meets our growing need without destroying our quality of life.

The Shared Solution proposes a transportation system and land use vision that provide more choices for living, working, and getting around. We understand that transportation investments over the coming decades will affect our travel

needs as well as how our cities and towns grow and change. This Alternative therefore proposes transportation investments that bring job opportunities to Davis and Weber Counties and create better balance between auto, transit, walk and bike trips. Smart design and sequencing of these transportation investments can reduce the rate of growth of vehicle miles traveled, improve air quality, preserve the natural landscape and enhance our quality of life.



Attachment 2

Preliminary Level 1 Screening Results for SSA (December 2014)

Preliminary Level 1 Screening Results for the Shared Solution Alternative (12/12/14)
West Davis Corridor EIS

Description	Daily Total Delay (Hr)	North-South Road Lane-Miles with PM Period V/C >= 0.9	East-West Road Lane-Miles with PM Period V/C >= 0.9	Vehicle Miles Traveled (VMT) with PM Period V/C >= 0.9	Vehicle Hours Traveled (VHT) with PM Period V/C >= 0.9
NO ACTION	10,760	43.5	26.9	245,500	9,490
MEAN	8,950	31.4	23.2	177,700	7,160
TOP QUARTILE	8,060	17.9	20.2	97,400	5,340

Alt.	Facility Type	Description					
SS	Shared Solution	The Shared Solution Alternative*	8,750	18.4	10.5	68,800	3,760

*The Shared Solution Alternative includes the following assumptions that still need to be verified:

- Land use changes that require city approval.
- Transit projects and incentives that require UTA approval.
- Increased bicycle mode share
- Increased capacity at innovative intersections.
- Benefits of ramp metering.

Traffic modeling used for Level 1 Screening will need to be updated based on any changes to the items above.

Attachment 3

SSA Land Use Modeling Assumptions and Methodology Memo

Shared Solution Alternative

Land Use Modeling Assumptions and Methodology

January 14, 2015



This is a summary of the assumptions and methodology used in developing the land use data inputs to the WFRC travel model for analyzing the Shared Solution Alternative. These have been collaboratively developed through multiple meetings with the Shared Solution Coalition and the WDC study team. It is important to realize that the resulting data is simply an estimate of what land use might look like if the mixed use principles espoused by the Shared Solution Alternative are implemented by local governments. The details of which parcels will redevelop and the density to which they will redevelop are all best guesses. Reality will obviously vary.

1. Modeling Constraints

- a. Residential and commercial categories will remain consistent with county-wide control totals (i.e. land use growth can be moved throughout the county, but not added or subtracted from the total)
- b. The resulting study area trip generation in the WFRC travel model will be approximately equal to that of the other West Davis Corridor alternatives

2. Redevelopment Parcel Identification

- a. Based on mixed use developments in other areas, it was assumed that:
 - i. boulevards and Main Street communities would have a total width of 500 feet (250 feet on either side of the roadway centerline)
 - ii. town centers would comprise a square $\frac{1}{4}$ mile in length on each side (centered on the key intersection)
 - iii. redevelopment would occur within a 750 foot radius of key transit stops in Layton (assumed to be town centers)
- b. Parcels were selected for potential redevelopment using ET+ data based on the following criteria:
 - i. agricultural and vacant land uses
 - ii. retail land uses with structures built prior to 2009
 - iii. office and industrial land uses with structures built prior to 1989
 - iv. single family land uses with a lot size greater than 1 acre and mobile home land uses
- c. Parcels were generally clipped at the boulevard or town center boundary; however, there were locations along SR-126 and in Layton around I-15 where the entire parcel was selected
- d. Approximately $\frac{1}{2}$ of the parcels within the buffer areas (1,780 acres out of 3,653 acres) were selected as candidates for redevelopment

3. Redevelopment Mixed Use and Density Estimation

- a. Boulevard and town center locations and intensities were based on city inputs from the Shared Solution land use workshop
- b. The range of floor area ratios (FAR) and residential densities from the Wasatch Choices for 2040 was used as a starting point
- c. The boulevard and town center development types were further subdivided such that development intensity generally increased from west to east (i.e. the closer to I-15 the higher the density)
- d. To improve the jobs / housing balance in the study area approximately 11,000 additional jobs were moved into the study area and about 1,500 houses were moved out

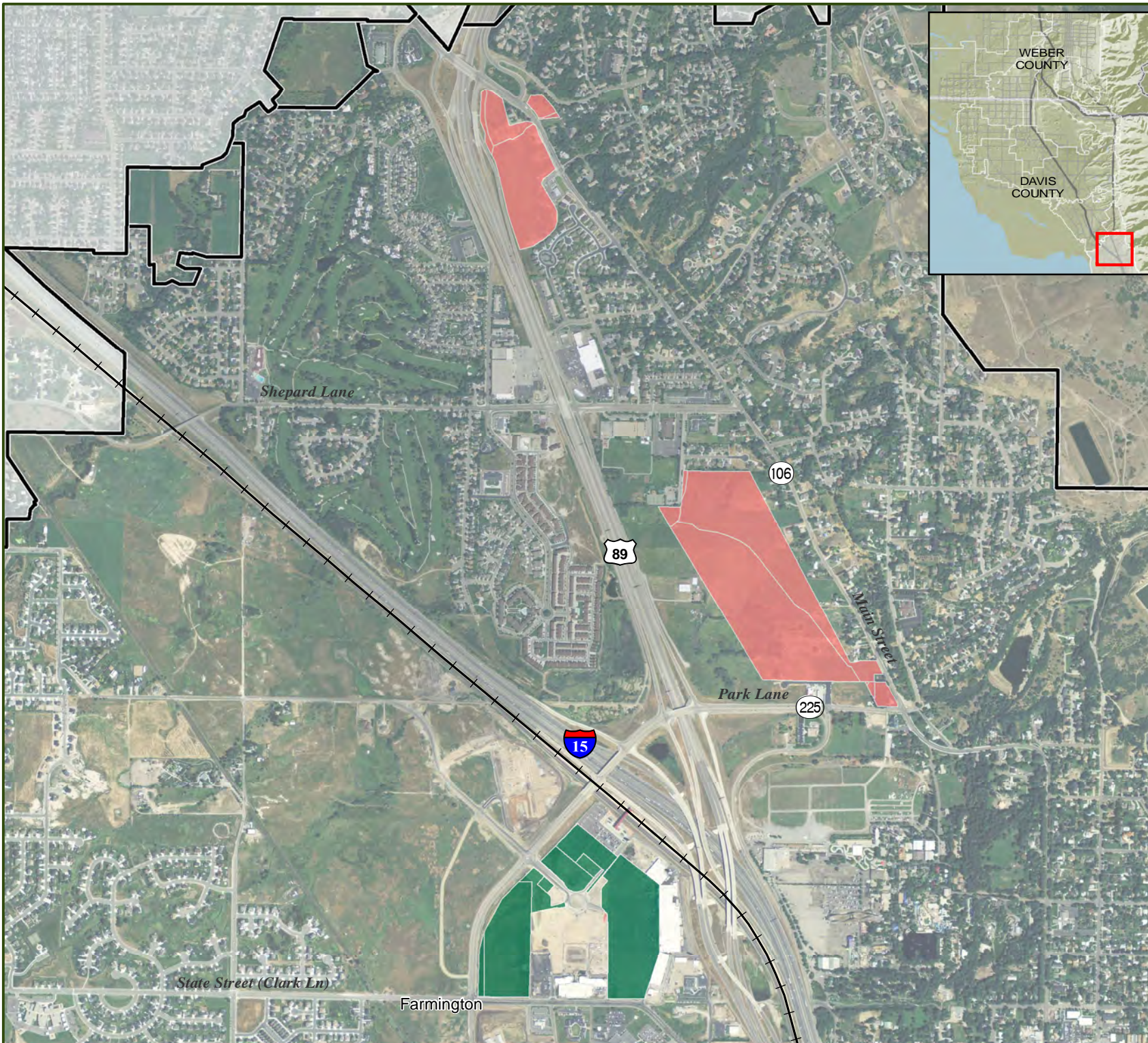
- e. It was assumed that 1/3 of the household growth and 80% of the employment growth in the study area would take place within the mixed use development / redevelopment areas
- f. Household and employment growth were distributed among the various boulevards, town centers, etc. based on the target FAR for each development type (average household size and household income were also estimated for each development type, which, on average, were each assumed to be less than the original overall study area average)
- g. Travel model TAZs were split to match the mixed use development / redevelopment areas and the household and employment growth were distributed among the TAZs based on the proportion of each development type within each TAZ (adjustments were made to account for existing land uses that would be redeveloped)

4. Adjustments to Non-Redevelopment Areas

- a. Growth outside of the mixed use development / redevelopment zones, but inside the study area was distributed through those zones based on the original 2009 to 2040 growth assumptions and an adjustment factor that placed more growth on the east side of the study area than on the west side
- b. Outside of the study area, land use adjustments were made to account for households that were moved out of the study area and jobs that were moved into the study area
 - i. new households were assumed to be added to Ogden and south Davis County so as to be closer to employment centers
 - ii. employment growth was taken most heavily from the fringes of Weber and Davis Counties and less heavily from the more urbanized areas

Attachment 4

Map of Proposed Shared Solution Redevelopment Areas in Farmington (Figure 1)



WEST DAVIS CORRIDOR

ENVIRONMENTAL IMPACT STATEMENT

Legend

— FrontRunner

Station Communities*

- SC-1B | 14 Units
- SC-2C | 29 Units
- SC-3B | 35 Units

Town Centers*

- TC-1A | 8 Units
- TC-1B | 11 Units
- TC-1C | 14 Units
- TC-2A | 16 Units
- TC-2B | 18 Units
- TC-2C | 21 Units
- TC-3B | 26 Units
- TC-3C | 28 Units

Boulevard Communities*

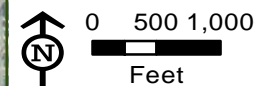
- BC-1A | 6 Units
- BC-1B | 8 Units
- BC-1C | 9 Units
- BC-2B | 12 Units
- BC-2C | 14 Units
- BC-3B | 15 Units

Main Street*

- MS-1A | 8 Units

City Boundary

* Units are households per acre of residential land use.

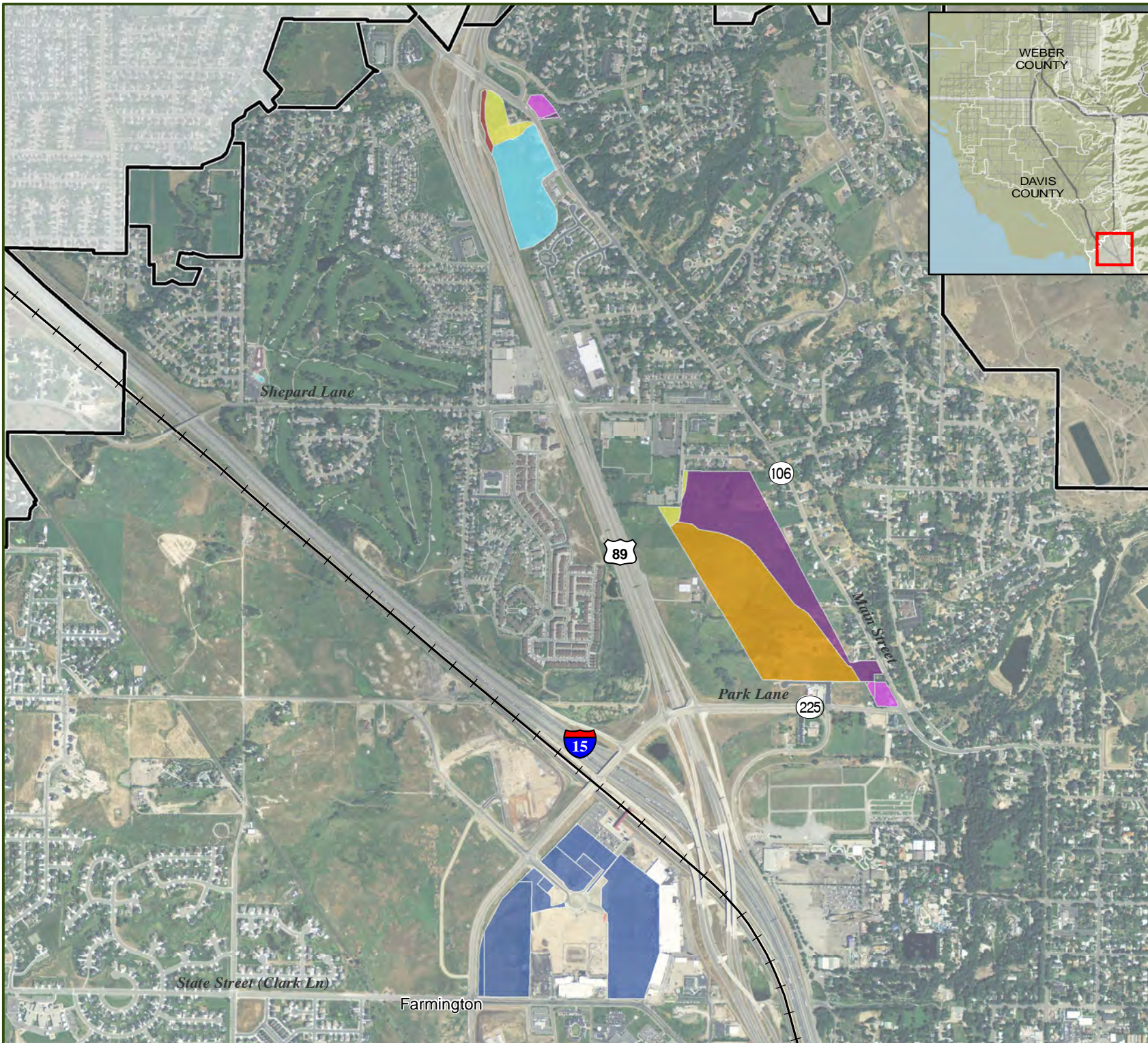


**Proposed Shared
Solution Redevelopment
Areas – Farmington**

Figure 1

Attachment 5

Map of Farmington Planned Land Uses for Proposed Redevelopment Areas (Figure 2)



WEST DAVIS CORRIDOR

ENVIRONMENTAL IMPACT STATEMENT

Legend

— FrontRunner

City Planned Land Use

Unclassified

Class A Business Park

Commercial Mixed Use

I-15, US89, and Legacy Highway

Residential – Low Density

Mixed Use – Business, Medium Density Residential, and Light Commercial

Neighborhood Mixed Use

Office/Business Park

PPR

Public/Private Recreation Open Space and/or Parks Very Low Density

Transportation Mixed Use

City Boundary

0 500 1,000
Feet

**Planned Land Use
Farmington**

Figure 2

Attachment 6

Comparison Table for Proposed Shared Solution Land Use and Farmington Planned Land Use

Farmington

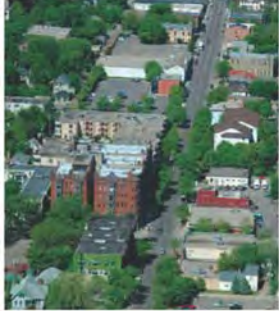

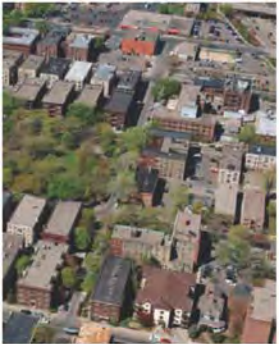

				Residential Data					Commercial Data					
Shared Solution Alternative Proposed Land Use	Farmington Future Land Use	Acres		Residential Percentage	Residential Acreage	Households per Acre of Residential Land Use*	Shared Solution Proposed Households		Commercial Percentage	Commercial Acreage	Shared Solution Proposed Retail Employment*	Shared Solution Proposed Office Employment*	Floor Area Ratio (FAR)	Number of Floors
TC-1C	Low Density Residential	26.4		51%	13.4	13	168		49%	12.9	134	137	0.5	2.0
	Office/Business Park	2.9		51%	1.5	13	18		49%	1.4	15	15	0.5	2.0
	Commercial Mixed Use	36.5		51%	18.6	13	233		49%	17.9	186	190	0.5	2.0
	I-15 and US 89 and Legacy	0.9		51%	0.5	13	6		49%	0.4	5	5	0.5	2.0
	Neighborhood Mixed Use	15.4		51%	7.8	13	98		49%	7.5	78	80	0.5	2.0
	Pub./Priv. Open Space and/or Parks Very Low Dens.	4.7		51%	2.4	13	30		49%	2.3	24	25	0.5	2.0
Total		86.7			44.2		553			42.5	442	451		
SC-3B	Transportation Mixed Use	45.8		57%	26.1	35	914		43%	19.7	444	2,360	1.3	4.5
Total		45.8			26.1		914			19.7	444	2,360		
Total for all categories		132.5		53%	70.3	21	1,467		47%	62.2	887	2,810		

*TC-1C densities for households, retail employment, and office employment were reduced to keep Farmington Shared Solution household and employment control totals the same.

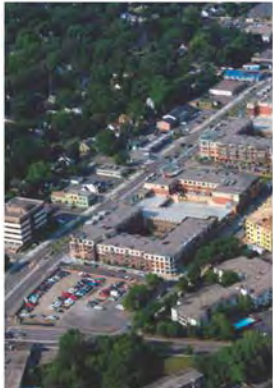



Attachment 7

Shared Solution Land Use Designations Reference Tables

Land Use Designations

Code	Zoning Designation	Floor Area Ratio (average)	Households per Acre of Residential Land Use	Average Number of Building Floors
TC	Town Center  	<i>Town centers provide localized services of tens of thousands of people within a two to three mile radius. One- to three- story buildings for employment and housing are characteristic. Town centers have a strong sense of community identity and are well served by transit.</i>		
TC-1A	Low Density	0.31	8 units/acre	1.7
TC-1B		0.40	11 units/acre	1.7
TC-1C		0.36	14 units/acre	2.0
TC-2A	Medium Density	0.59	16 units/acre	2.3
TC-2B		0.67	18 units/acre	2.6
TC-2C		0.76	21 units/acre	2.9
TC-3B	High Density	0.95	26 units/acre	3.4
TC-3C		1.04	28 units/acre	3.7
SC	Station Community  	<i>Station Communities are geographically small, high-intensity centers surrounding high capacity transit stations, Each helps pedestrians and bicyclists access transit without a car. Station Communities vary in their land use: some feature employment, others focus on housing, and may include a variety of shops and services.</i>		
SC-1B	Low Density	0.50	14 units/acre	2.0
SC-2C	Medium Density	1.05	29 units/acre	3.3
SC-3B	High Density	1.30	35 units/acre	4.5

Land Use Designations

Code	Zoning Designation	Floor Area Ratio (min/max)	Households per Acre of Residential Land Use	Average Number of Building Floors
BC	Boulevard Community  	<i>A Boulevard Community is a linear center couple with a transit route. Unlike a Main Street, a Boulevard Community may not necessary have a commercial identity, but may vary between housing, employment, and retail along any given stretch. Boulevard Communities create positive sense of place for adjacent neighborhoods by ensuring that walking and bicycling are safe and comfortable even as traffic flows are maintained.</i>		
BC-1A	Low Density	0.23	6 units/acre	1.0
BC-1B		0.30	8 units/acre	1.2
BC-1C		0.36	9 units/acre	1.4
BC-2B	Medium Density	0.45	12 units/acre	1.8
BC-2C		0.53	14 units/acre	1.9
BC-3B	High Density	0.54	15 units/acre	2.0
MS	Main Street Community  	<i>Main Streets are a linear town center. Each has a traditional commercial identity but are on a community scale with a strong sense of the immediate neighborhood. Main streets prioritize pedestrian-friendly features, but also benefit from good auto-access and often transit.</i>		
MS-1A	Low Density	0.32	8 units/acre	1.2

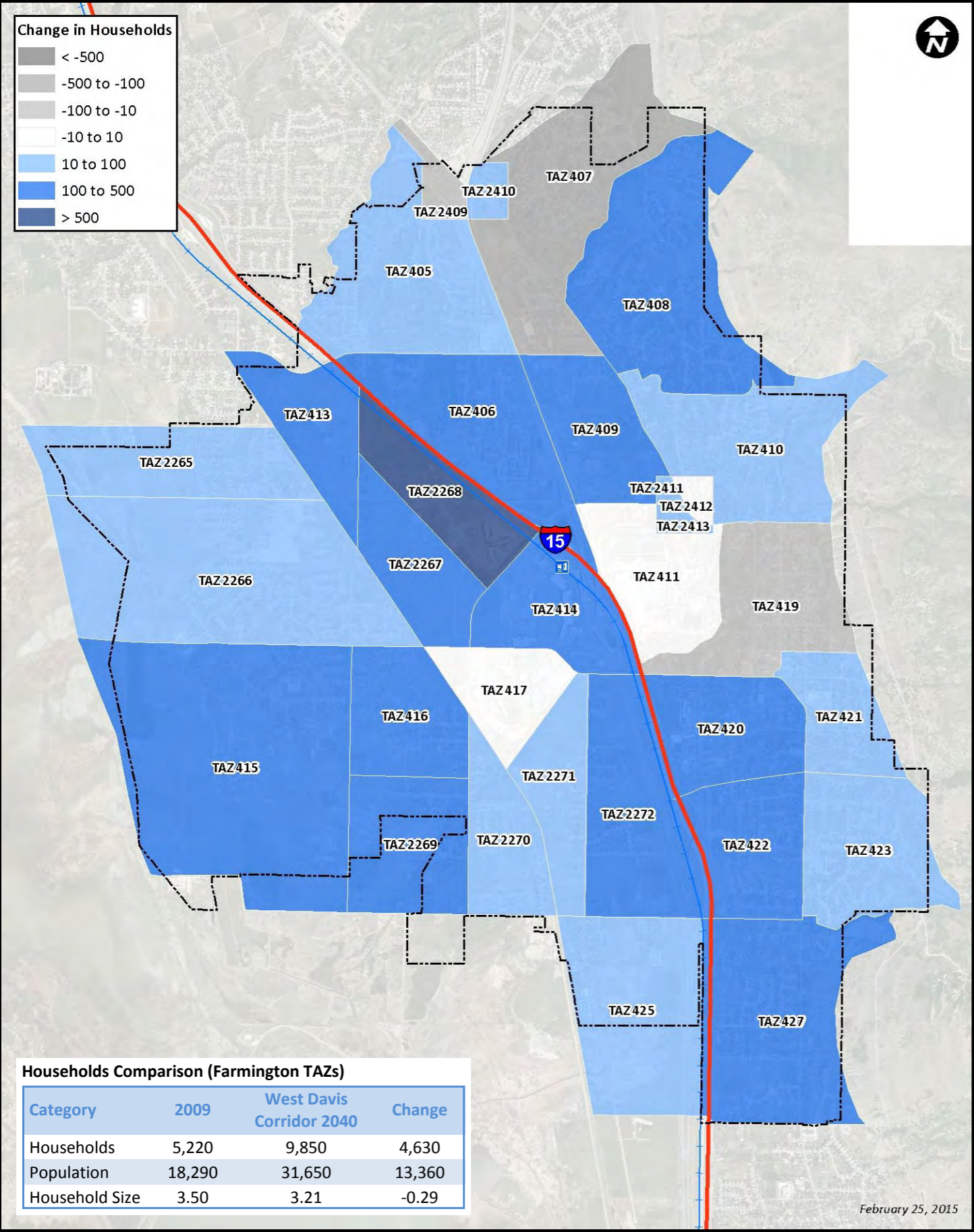
Reference Table for Shared Solution Alternative Land Use Designations

Development Type Name	Floor Area Ratios	Average Number of Floors	Residential vs. Commercial Ratio		Retail vs. Office Ratio		Households per Acre of Residential Land Use	Households & Employment per Gross Acre		
			Residential	Commercial	Retail	Office	Household	Household	Retail Employment	Office Employment
BC-1a	0.23	1.0	71%	29%	60%	40%	6	4.2	2.7	3.3
BC-1b	0.30	1.2	69%	31%	58%	42%	8	5.3	3.6	4.9
BC-1c	0.36	1.4	66%	34%	56%	44%	9	6.1	4.6	6.7
BC-2b	0.45	1.8	64%	36%	56%	44%	12	7.8	6.1	8.9
BC-2c	0.53	1.9	61%	39%	54%	46%	14	8.8	7.5	11.8
BC-3b	0.54	2.0	59%	41%	53%	47%	15	8.7	7.9	13.0
TC-1a	0.31	1.7	55%	45%	48%	52%	8	4.4	4.5	9.0
TC-1b	0.40	1.7	53%	47%	45%	55%	11	5.8	5.7	12.9
TC-1c	0.50	2.0	51%	49%	41%	59%	14	6.9	6.7	18.0
TC-2a	0.59	2.3	51%	49%	44%	56%	16	8.2	8.5	20.1
TC-2b	0.67	2.6	49%	51%	40%	60%	18	8.9	9.2	25.5
TC-2c	0.76	2.9	48%	52%	38%	62%	21	9.9	10.1	30.5
TC-3b	0.95	3.4	47%	53%	44%	56%	26	12.2	14.8	35.1
TC-3c	1.04	3.7	46%	54%	75%	25%	28	13.0	28.2	17.5
SC-1b	0.50	2.0	62%	38%	33%	67%	14	8.4	4.2	15.8
SC-2c	1.05	3.3	58%	42%	28%	72%	29	16.6	8.3	39.5
SC-3b	1.30	4.5	57%	43%	26%	74%	35	20.2	9.7	51.5
MS-1a	0.32	1.2	50%	50%	48%	52%	8	3.9	5.1	10.4

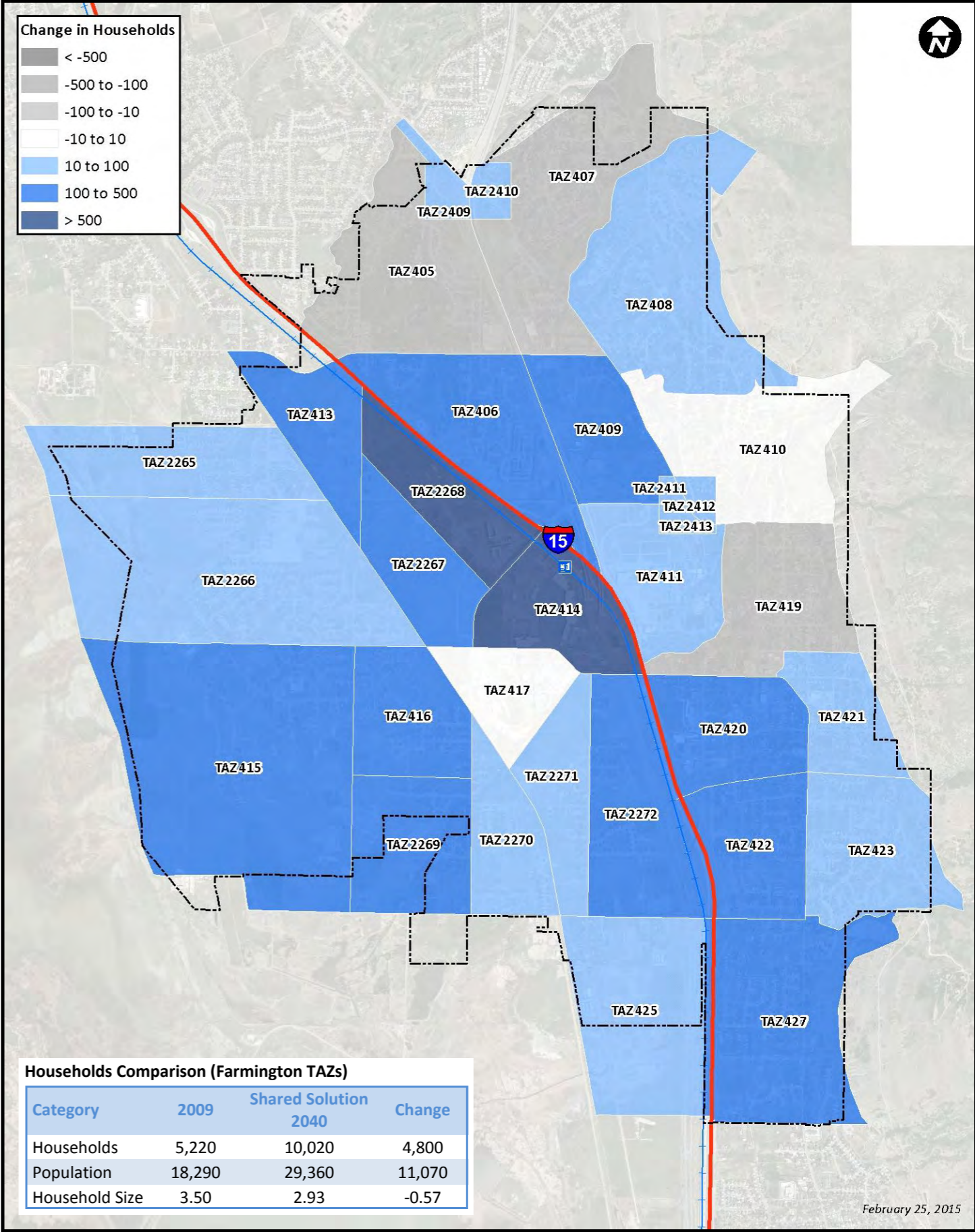
Attachment 8

Comparison Maps for Households in 2009 with 2040 WDC and 2009 with 2040 SSA in Farmington

Farmington Change in Households
(2009 to West Davis Corridor 2040)



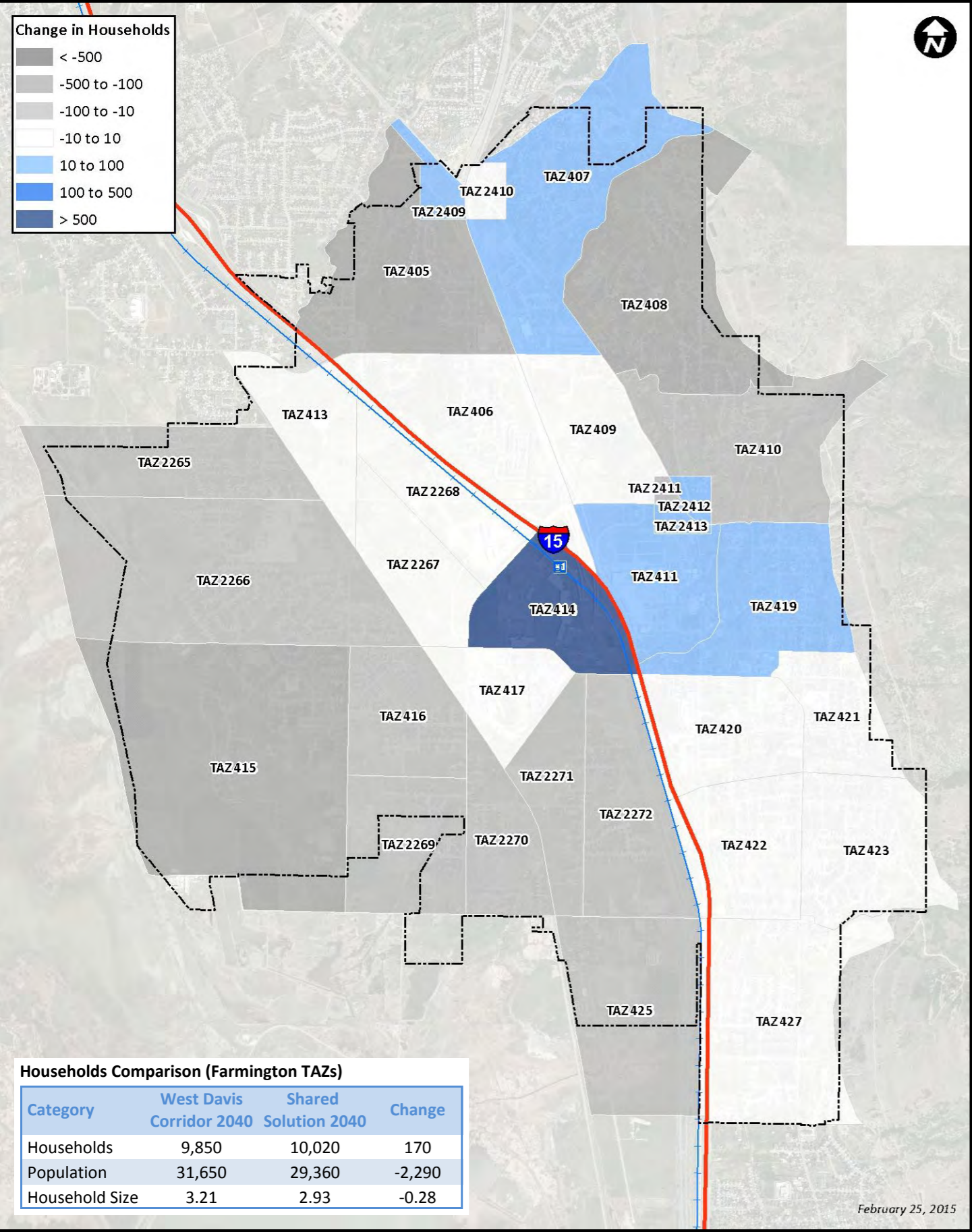
Farmington Change in Households
(2009 to Shared Solution 2040)



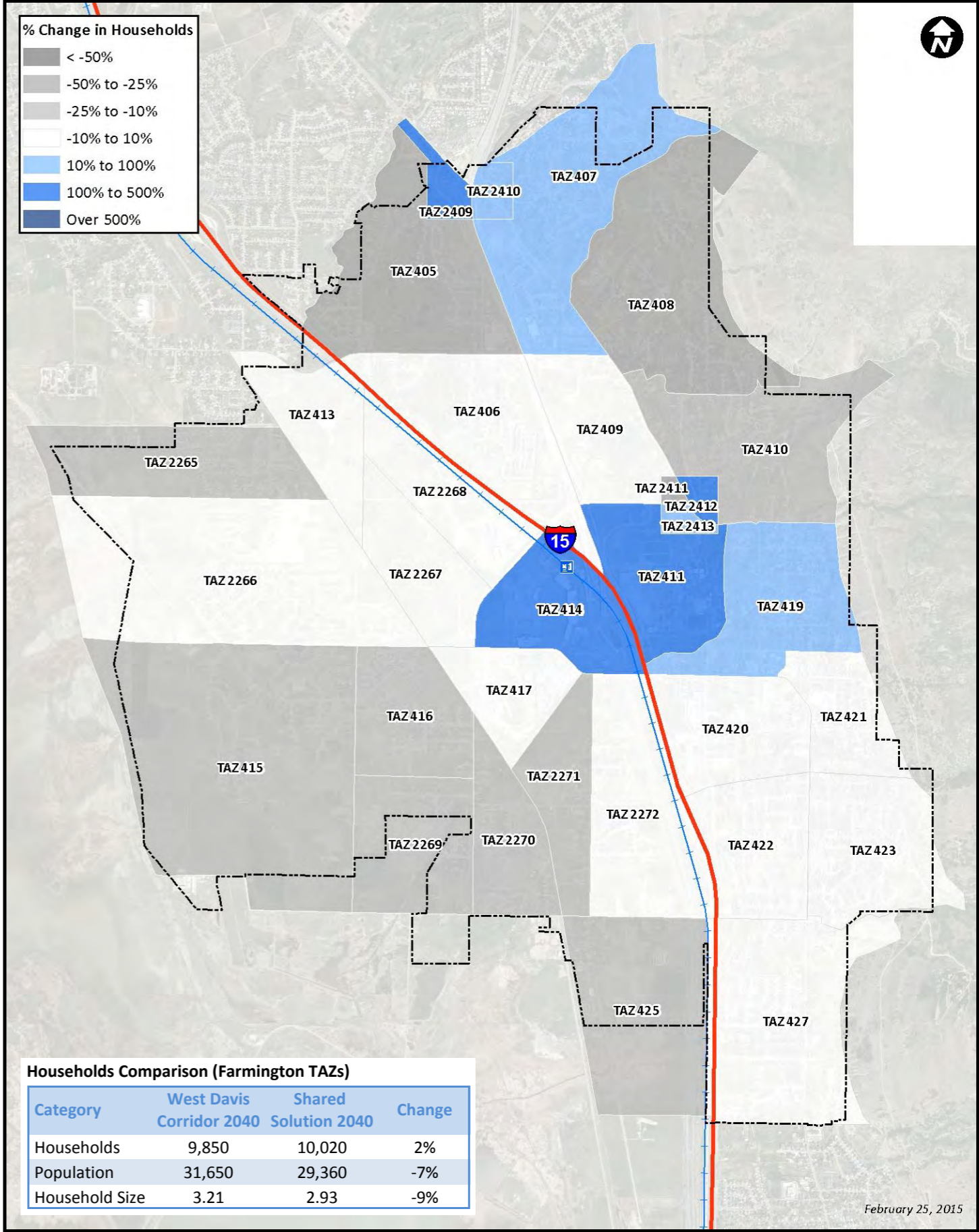
Attachment 9

Comparison Maps for Households in 2040 WDC and 2040 SSA (total change and %) in Farmington

Farmington Change in Households
(West Davis Corridor 2040 to Shared Solution 2040)



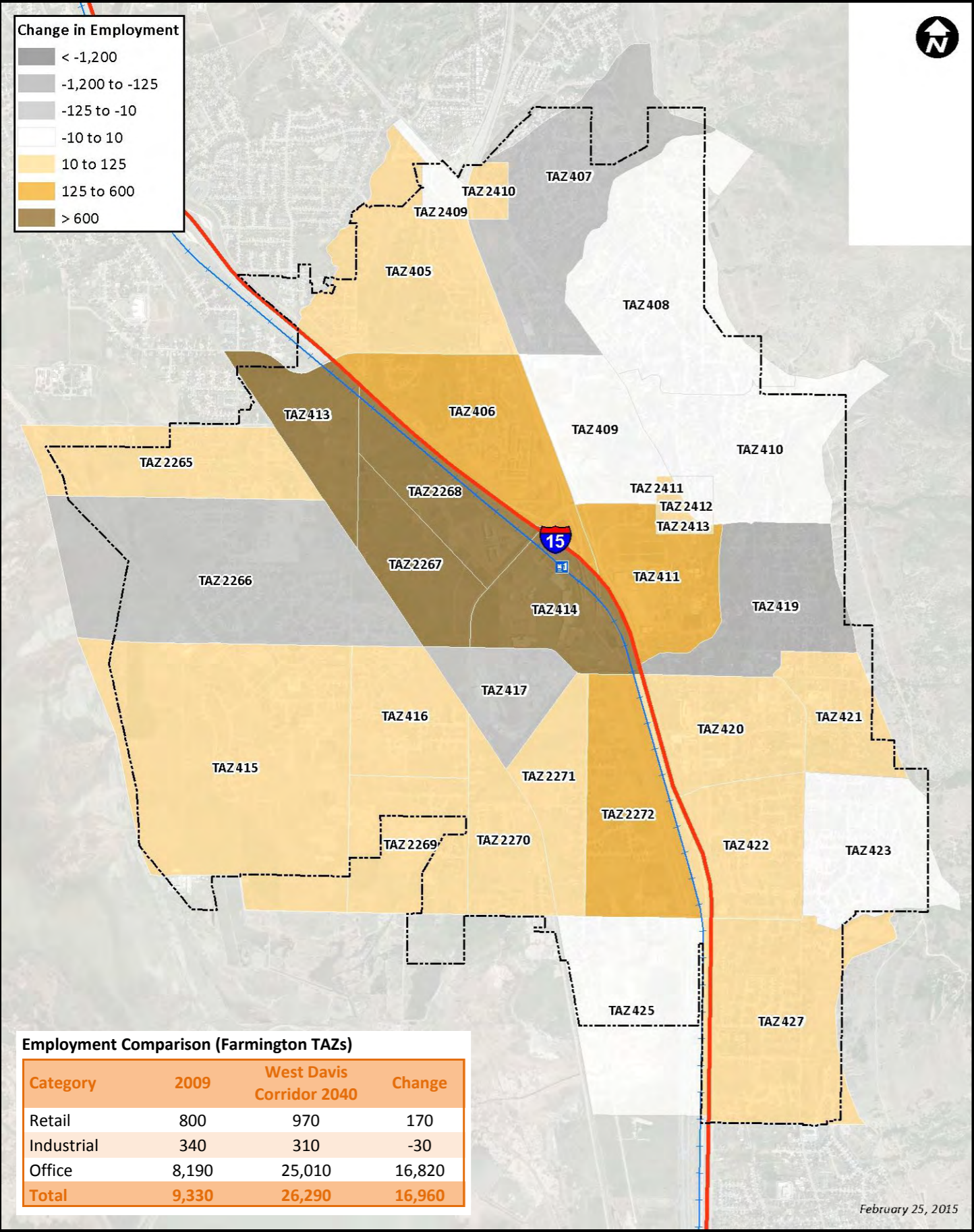
Farmington % Change in Households
(West Davis Corridor 2040 to Shared Solution 2040)



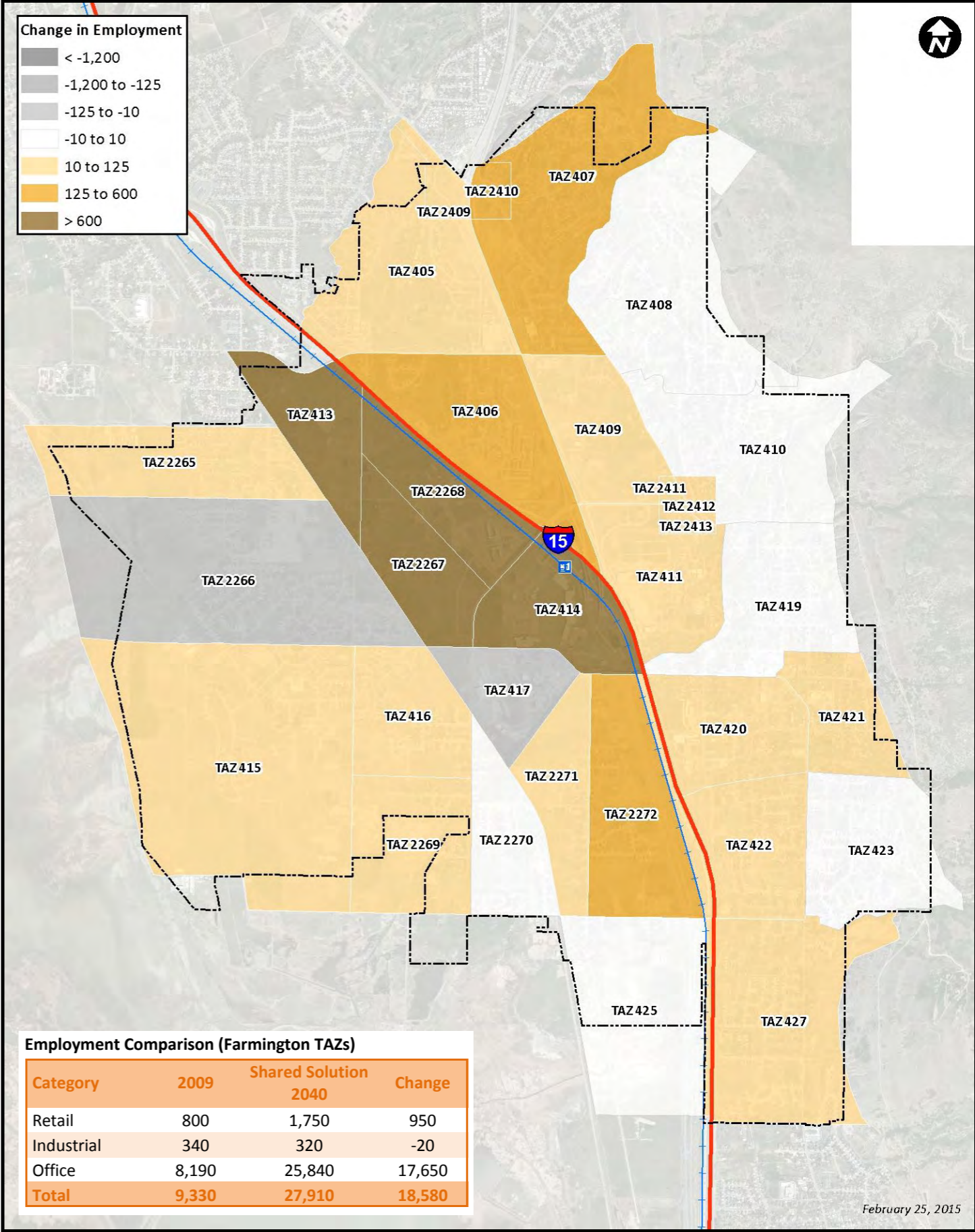
Attachment 10

Comparison Maps for Employment in 2009 with 2040 WDC and 2009 with 2040 SSA in Farmington

Farmington Change in Employment
(2009 to West Davis Corridor 2040)



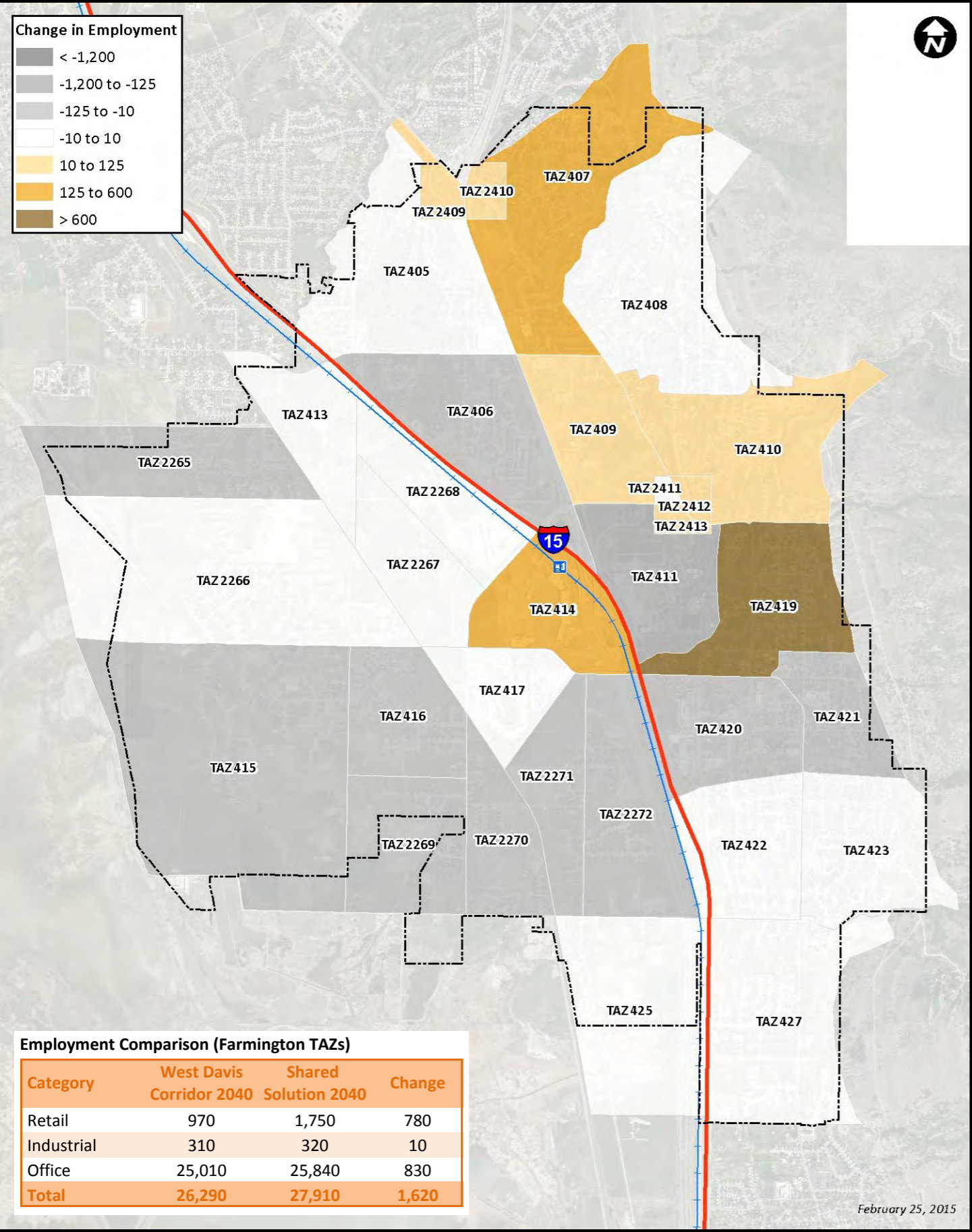
Farmington Change in Employment
(2009 to Shared Solution 2040)



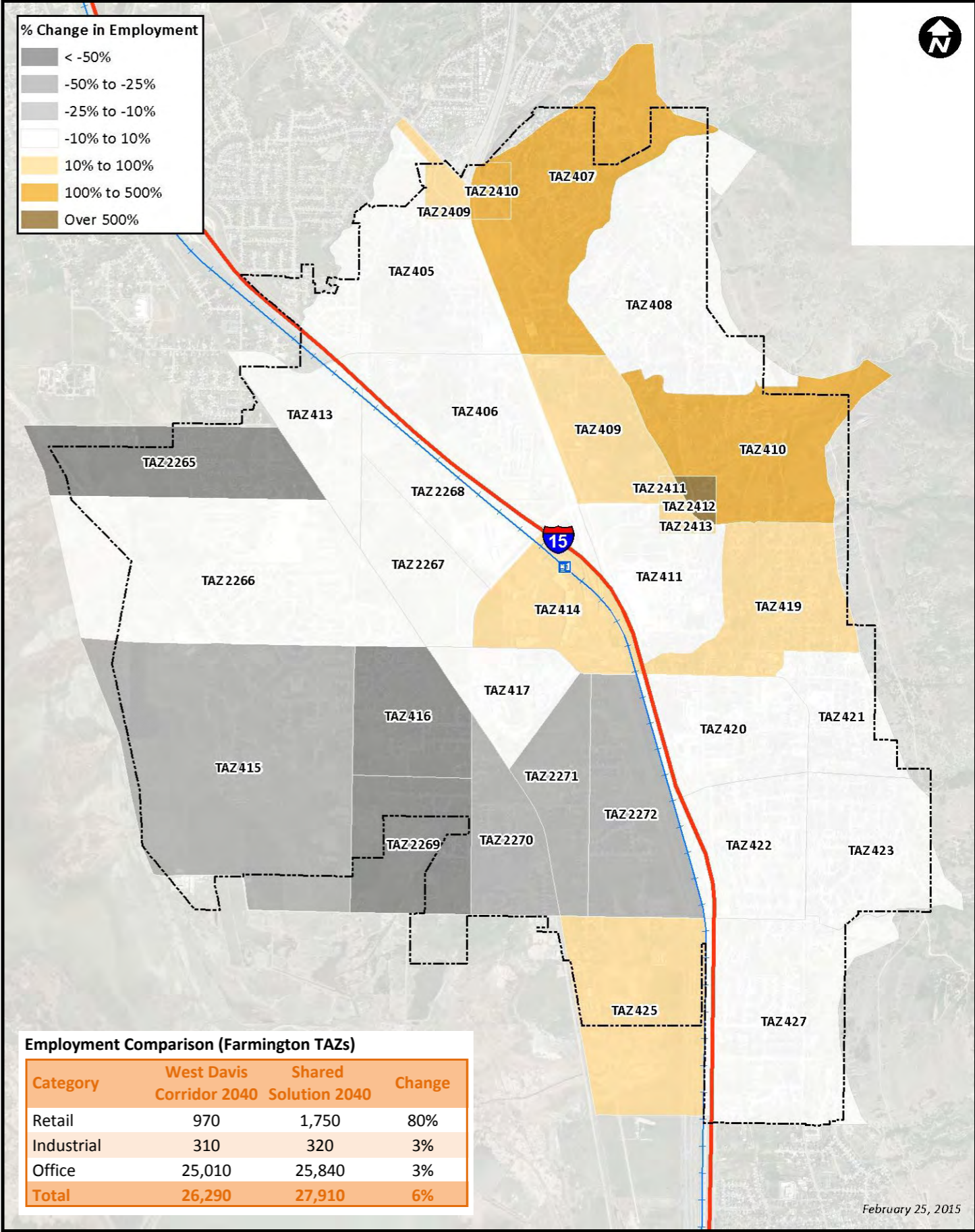
Attachment 11

Comparison Maps for Employment in 2040 WDC and 2040 SSA (total change and %) in Farmington

Farmington Change in Employment
(West Davis Corridor 2040 to Shared Solution 2040)



Farmington % Change in Employment
(West Davis Corridor 2040 to Shared Solution 2040)



Attachment 12

Comparison Tables for Households and Employment for 2009, 2040 WDC, and 2040 SSA

Farmington TAZ Household and Population Data

TAZ	Acres	Households					Population					Household Size					Households per Acre		
		2009	West Davis Corridor 2040	Shared Solution 2040	Change WDC 2040 to SS 2040	% Change WDC 2040 to SS 2040	2009	West Davis Corridor 2040	Shared Solution 2040	Change WDC 2040 to SS 2040	% Change WDC 2040 to SS 2040	2009	West Davis Corridor 2040	Shared Solution 2040	Change WDC 2040 to SS 2040	% Change WDC 2040 to SS 2040	2009	West Davis Corridor 2040	Shared Solution 2040
405	322	454	516	375	-141	-27%	1,506	1,490	962	-528	-35%	3.32	2.89	2.57	-0.32	-11%	1.4	1.6	1.2
406	273	466	812	812	-	-	1,491	2,226	2,226	-	-	3.20	2.74	2.74	-	-	1.7	3.0	3.0
407	328	446	342	416	74	22%	1,630	1,087	1,069	-18	-2%	3.65	3.18	2.57	-0.61	-19%	1.4	1.0	1.3
408	333	328	535	350	-185	-35%	1,310	1,831	901	-930	-51%	3.99	3.42	2.57	-0.85	-25%	1.0	1.6	1.1
409	172	95	233	230	-3	-1%	339	698	589	-109	-16%	3.57	3.00	2.56	-0.44	-15%	0.6	1.4	1.3
410	216	288	377	292	-85	-22%	957	1,085	749	-336	-31%	3.32	2.88	2.56	-0.32	-11%	1.3	1.7	1.4
411	181	7	7	20	13	187%	16	15	55	40	268%	2.29	2.14	2.75	0.61	28%	-	-	0.1
413	144	1	465	465	-	-	5	2,223	2,223	-	-	5.00	4.78	4.78	-	-	-	3.2	3.2
414	175	-	327	1,028	701	214%	-	947	1,697	750	79%	4.53	2.90	1.65	-1.25	-43%	-	1.9	5.9
415	702	240	681	543	-138	-20%	906	2,001	1,525	-476	-24%	3.78	2.94	2.81	-0.13	-4%	0.3	1.0	0.8
416	170	81	278	216	-62	-22%	308	818	600	-218	-27%	3.80	2.94	2.78	-0.16	-5%	0.5	1.6	1.3
417	120	-	-	-	-	-	-	-	-	-	-	3.54	3.03	-	-3.03	-100%	-	-	-
419	216	290	215	276	61	28%	874	563	705	142	25%	3.01	2.62	2.56	-0.06	-2%	1.3	1.0	1.3
420	199	189	304	304	-	-	597	823	823	-	-	3.16	2.71	2.71	-	-	0.9	1.5	1.5
421	116	207	289	289	-	-	586	707	707	-	-	2.83	2.45	2.45	-	-	1.8	2.5	2.5
422	198	367	511	511	-	-	1,272	1,532	1,532	-	-	3.47	3.00	3.00	-	-	1.9	2.6	2.6
423	180	316	414	414	-	-	1,149	1,306	1,306	-	-	3.64	3.15	3.15	-	-	1.8	2.3	2.3
425	308	43	143	127	-16	-11%	146	398	358	-40	-10%	3.40	2.78	2.81	0.03	1%	0.1	0.5	0.4
427	334	512	760	760	-	-	1,838	2,358	2,358	-	-	3.59	3.10	3.10	-	-	1.5	2.3	2.3
2265	219	156	237	212	-25	-11%	593	696	607	-89	-13%	3.80	2.94	2.87	-0.07	-2%	0.7	1.1	1.0
2266	527	395	482	455	-27	-6%	1,502	1,416	1,320	-96	-7%	3.80	2.94	2.90	-0.04	-1%	0.7	0.9	0.9
2267	150	2	484	484	-	-	10	2,314	2,314	-	-	5.00	4.78	4.78	-	-	-	3.2	3.2
2268	156	2	503	503	-	-	10	2,405	2,405	-	-	5.00	4.78	4.78	-	-	-	3.2	3.2
2269	200	53	205	157	-48	-23%	201	602	436	-166	-28%	3.79	2.94	2.77	-0.17	-6%	0.3	1.0	0.8
2270	139	83	150	129	-21	-14%	313	441	370	-71	-16%	3.77	2.94	2.87	-0.07	-2%	0.6	1.1	0.9
2271	137	27	113	100	-13	-12%	102	306	247	-59	-19%	3.78	2.71	2.48	-0.23	-8%	0.2	0.8	0.7
2272	241	89	225	204	-21	-9%	337	607	512	-95	-16%	3.79	2.70	2.51	-0.19	-7%	0.4	0.9	0.8
2409	34	33	20	92	72	360%	110	58	191	133	229%	3.33	2.90	2.08	-0.82	-28%	1.0	0.6	2.7
2410	25	20	62	70	8	13%	73	197	149	-48	-24%	3.65	3.18	2.13	-1.05	-33%	0.8	2.5	2.8
2411	7	6	106	56	-50	-47%	21	337	118	-219	-65%	3.50	3.18	2.11	-1.07	-34%	0.8	14.4	7.6
2412	13	23	20	73	53	265%	76	68	166	98	144%	3.30	3.40	2.27	-1.13	-33%	1.8	1.5	5.6
2413	15	5	33	55	22	67%	12	99	135	36	36%	2.40	3.00	2.45	-0.55	-18%	0.3	2.2	3.7
Total	6,550	5,224	9,849	10,018	169	2%	18,290	31,654	29,355	-2,299	-7%	3.50	3.21	2.93	-0.28	-9%	0.8	1.5	1.5

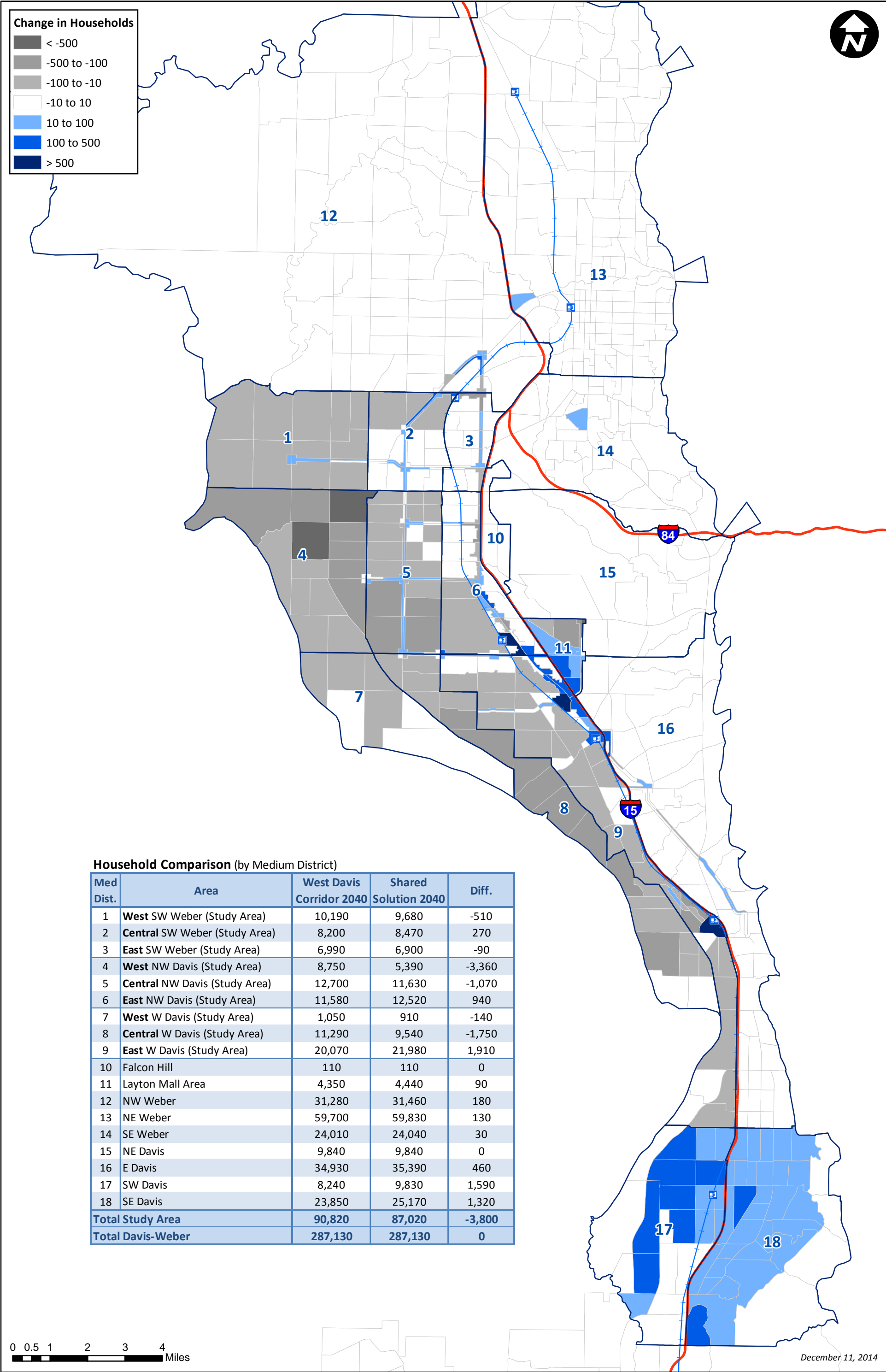
Farmington TAZ Employment Data

TAZ	Acres	Total Employment					Retail Employment					Industrial Employment					Office Employment					Total Employees per Acre		
		2009	West Davis Corridor 2040	Shared Solution 2040	Change WDC 2040 to SS 2040	% Change WDC 2040 to SS 2040	2009	West Davis Corridor 2040	Shared Solution 2040	Change WDC 2040 to SS 2040	% Change WDC 2040 to SS 2040	2009	West Davis Corridor 2040	Shared Solution 2040	Change WDC 2040 to SS 2040	% Change WDC 2040 to SS 2040	2009	West Davis Corridor 2040	Shared Solution 2040	Change WDC 2040 to SS 2040	% Change WDC 2040 to SS 2040	2009	West Davis Corridor 2040	Shared Solution 2040
405	322	196	245	239	-6	-3%	56	49	49	-	-	9	8	8	-	-3%	131	188	182	-6	-3%	0.6	0.8	0.7
406	273	174	614	571	-43	-7%	232	415	388	-27	-7%	2	9	10	1	11%	-60	190	173	-17	-9%	0.6	2.2	2.1
407	328	176	103	395	292	283%	-	-	100	100	-	1	1	1	-	-3%	175	102	294	192	188%	0.5	0.3	1.2
408	333	103	104	105	1	1%	7	4	6	2	50%	24	20	20	-	2%	72	80	78	-2	-2%	0.3	0.3	0.3
409	172	427	434	490	56	13%	300	270	309	39	14%	-	-	-	-	-	127	164	181	17	10%	2.5	2.5	2.9
410	216	19	12	24	12	102%	2	3	3	-	-	-	-	-	-	-	17	9	21	12	137%	0.1	0.1	0.1
411	181	3,164	3,429	3,225	-204	-6%	-	-	-	-	-	-	-	-	-	-	3,164	3,429	3,225	-204	-6%	17.5	18.9	17.8
413	144	-	4,616	4,616	-	-	-	-	-	-	-	-	-	-	-	-	-	4,616	4,616	-	-	-	32.0	32.0
414	175	119	2,103	2,629	526	25%	-	24	400	376	1567%	1	-	-	-	-	118	2,079	2,230	151	7%	0.7	12.0	15.0
415	702	8	36	19	-17	-47%	-	-	-	-	-	-	-	-	-	-	8	36	19	-17	-47%	-	0.1	-
416	170	-	31	12	-19	-61%	-	-	-	-	-	-	-	-	-	-	-	31	12	-19	-61%	-	0.2	0.1
417	120	1,014	983	991	8	1%	-	-	-	-	-	-	7	15	8	114%	1,014	976	976	-	-	8.5	8.2	8.3
419	216	1,832	1,009	1,834	825	82%	7	-	5	5	-	-	-	-	-	-	1,825	1,009	1,829	820	81%	8.5	4.7	8.5
420	199	1,478	1,574	1,561	-13	-1%	41	33	33	-	-	267	226	226	-	-	1,170	1,315	1,302	-13	-1%	7.4	7.9	7.8
421	116	220	305	291	-14	-5%	-	-	-	-	-	25	28	28	-	-	195	277	262	-15	-5%	1.9	2.6	2.5
422	198	22	40	38	-2	-5%	11	13	13	-	-	-	-	-	-	-	11	27	26	-1	-4%	0.1	0.2	0.2
423	180	16	25	23	-2	-8%	-	-	-	-	-	1	1	1	-	-	15	24	22	-2	-8%	0.1	0.1	0.1
425	308	1	2	3	1	50%	-	-	-	-	-	1	2	3	1	50%	-	-	-	-	-	-	-	-
427	334	140	156	154	-2	-1%	116	119	119	-	-	8	8	8	-	-	16	29	28	-1	-3%	0.4	0.5	0.5
2265	219	-	44	18	-26	-59%	-	-	-	-	-	-	-	-	-	-	-	44	18	-26	-59%	-	0.2	0.1
2266	527	88	23	23	-	-	30	-	-	-	-	3	-	-	-	-	55	23	23	-	-	0.2	-	-
2267	150	-	4,806	4,806	-	-	-	-	-	-	-	-	-	-	-	-	-	4,806	4,806	-	-	-	32.0	32.0
2268	156	-	4,994	4,994	-	-	-	-	-	-	-	-	-	-	-	-	-	4,994	4,994	-	-	-	32.0	32.0
2269	200	-	39	16	-23	-59%	-	-	-	-	-	-	-	-	-	-	-	39	16	-23	-59%	-	0.2	0.1
2270	139	10	28	17	-11	-39%	-	-	-	-	-	-	-	-	-	-	10	28	17	-11	-39%	0.1	0.2	0.1
2271	137	-	39	27	-12	-31%	-	-	-	-	-	-	-	-	-	-	-	39	27	-12	-31%	-	0.3	0.2
2272	241	3	198	141	-57	-29%	-	-	-	-	-	-	1	2	1	100%	3	197	139	-58	-29%	-	0.8	0.6
2409	34	108	108	205	97	90%	-	2	79	77	3850%	-	-	-	-	-	108	106	126	20	19%	3.2	3.2	6.0
2410	25	-	97	195	98	101%	-	-	150	150	-	-	-	-	-	-	-	97	45	-52	-54%	-	3.9	7.9
2411	7	-	32	40	8	25%	-	-	20	20	-	-	-	-	-	-	-	32	20	-12	-38%	-	4.4	5.5
2412	13	-	4	95	91	2275%	-	2	35	33	1650%	-	1	-	-1	-100%	-	1	60	59	5900%	-	0.3	7.2
2413	15	20	62	120	58	94%	-	39	45	6	15%	-	-	-	-	-	20	23	75	52	226%	1.4	4.2	8.1
Total	6550	9,338	26,295	27,916	1,621	6%	802	973	1,754	781	80%	342	312	322	10	3%	8,194	25,010	25,842	832	3%	1.4	4.0	4.3

Attachment 13

Comparison Map for Households in 2040 WDC and 2040 SSA (total change) in Davis and Weber Counties

Change in 2040 Households (West Davis Corridor vs. Shared Solution)



Attachment 14

Comparison Map for Employment in 2040 WDC and 2040 SSA (total change) in Davis and Weber Counties

Change in 2040 Employment (West Davis Corridor vs. Shared Solution)

